

PFE

(b) (6)

Date Transcribed April 16, 1991

On April 2, 1991, Mr. Grabill contacted a person in a position to have knowledge about the operation of the Welsh Road Site. Mr. Grabill identified himself by displaying his credentials and told him that the investigation had been authorized by the U.S. Environmental Protection Agency, Region III, Philadelphia, PA.

The person contacted agreed to be interviewed but requested that his identity be kept confidential. This source is hereinafter referred to as CONFIDENTIAL SOURCE 3 (CS 3). It should be noted that the use of the third person masculine pronoun in this transcription is not necessarily indicative of CS 3's gender. He provided the following information:

CS 3 advised that he drove roll-offs for ERNEST BARKMAN, SR. off and on from 1973 to 1980. The company was known then as Barkman's Disposal, and ERNEST BARKMAN, SR. was in charge. CS 3 recalls that BILL DEIHM, BARKMAN's stepson, had just started working at the site. Most of the routes that CS 3 drove were in Lancaster County, PA, including the city of Lancaster itself. They included the following:

Lancaster and suburbs

Fruitville Pike on the outskirts of Lancaster

New Holland

Leola

Lititz

Manheim

Kinzer

Paradise

In addition to the above routes, he sometimes drove the Downingtown, PA route.

Shortly after CS 3 started working at the Welsh Road Site, ERNEST BARKMAN, SR. offered him \$20.00 per load, over and above his regular wages, to pick up from Alcoa and Howmet. The Alcoa plant was located just off Route 30 on the Fruitville Pike near Lancaster. Two twelve-yard roll-off tankers were kept "way in the back" of the Alcoa yard away from the Alcoa building. One was marked "corrosive", and the other was marked "flammable". There was no identification of the material in the tankers. He described the tankers as "twelve-yard closed boxes" with a hole, one foot in diameter, on the top which was closed by a metal cover. The bottom

Interview of Confidential Source 3 On 4/2,9,11/91 JHA File # 90-125
Conducted by Richard C. Grabill Client File # TechLaw T.O. C03094-01

PFE

rear of the box had a valve four to six inches in diameter for draining the contents. From 1973 to 1974, for six months to a year, two trips were made to Alcoa each Sunday to pick up these tankers. Trips were made only on Sundays, usually on Sunday morning.

CS 3 described the contents of the tanker marked "corrosive" as a thick liquid, almost like sludge, which was cream colored and had a very bad smell. He could not describe the smell, but thought at the time that it may have been an acid cleaner of some type.

The liquid in the tanker marked "flammable" was not as thick as the liquid in the tanker marked "corrosive". It was black and smelled like paint thinner. It was "nasty stuff" which he could not stand to be around for very long or to inhale. He does not recall any burning sensation on his skin or in his eyes, but he does recall that the material in both tankers was very unpleasant to be around. He was worried that it might be dangerous and frequently asked ERNEST BARKMAN, SR. what it was. Each time he asked, Mr. BARKMAN would laugh, pat the side of the tanker, and say, "Don't worry about it; this is making money for me."

Both of the tankers were hauled to the Welsh Road Site by CS 3 driving one of BARKMAN's roll-off trucks. The contents were buried in trenches three feet deep by eight feet wide by fifteen feet long. These were almost always dug prior to the arrival of the truck. The truck was backed up to the trench, and the rear valve was opened to let the liquid run into the trenches. CS 3 was not permitted to drain the tankers unless ERNEST BARKMAN, SR. was there. JIMMY GOOD was almost always there on Sunday morning when the dumping occurred. Either he or ERNEST BARKMAN, SR. would use a bulldozer to push trash over the liquid and dirt over the trash.

When CS 3 went to Alcoa, he was permitted entry by the guard at the gate by telling him, "This is BARKMAN's truck." He never entered the building and never talked to any Alcoa employees. He does not know the names of the various guards who were at the gate. There was no paperwork accompanying the pick-up. When he asked BARKMAN about the need for manifests, BARKMAN always told him not to worry about it.

During the same period of time, 1973 to 1974, and for the same length of time as the trips to Alcoa, CS 3 made one trip per week to Howmet, another aluminum company. Howmet was located on Route 72 just off the Route 30 Bypass and across the street from a Ford auto sales company. The trips to Howmet were made during the day and on any day of the week. There was no special schedule, and there was no paperwork for Howmet. At this company, 30-yard dumpsters were picked up. There were no markings or placards on the dumpsters. These dumpsters were taken by BARKMAN roll-offs to the Welsh Road Site where they were drained into trenches by opening the rear door of the dumpster. The liquid was then covered with trash and dirt.

The contents of the dumpsters was a thick liquid which was cream colored and smelled like paint thinner. It was similar to the liquid from the tanker marked "corrosive" at Alcoa, but was slightly thicker. It looked like blobs of thick paint which had congealed and could have been scraped off the floor or machinery. CS 3 said that you could not stand the smell; and if you breathed in the fumes, you would get "woozy". The fumes were not visible, but you could tell by the

PFE

smell and the feeling of your skin that they were there.

The material from Howmet was dumped during day-time hours on week days, not on Sunday. Because of this, CS 3 feels that it is likely that an equipment operator or a mechanic working at the site could have observed the dumping. He recalls only that JIMMY GOOD and ERNEST BARKMAN, SR. were always there when the dumping took place. He could not recall the names of other possible witnesses.

CS 3 did not know the name of any of the employees at Howmet.

CS 3 marked an aerial photograph of the site to indicate the location of the trenches where the material from Alcoa and Howmet is buried. (Attachment A) He also marked a drawing of the site to indicate the same trenches. (Attachment B)

Other employees of the Welsh Road Site who drove roll-offs and picked up the same materials from Alcoa and Howmet are JIMMY GOOD and PAUL TOWNSEND. WALTER CLEVENSTINE may also have picked up from these two companies. From past conversations, he knows that WALTER CLEVENSTINE had knowledge of burying the material on the site. JIMMY GOOD is still employed at the site. PAUL TOWNSEND is somewhere in Tennessee; even his brother, BARRY TOWNSEND, does not know his address. WALTER CLEVENSTINE is still employed by Twin County Disposal. ARTHUR SNIPES was another roll-off driver who made some trips to Alcoa and Howmet but not as frequently as the others. He does not know where ARTHUR SNIPES lives but knows that he is still employed by Twin County Disposal.

CS 3 furnished the following information on former and current employees of the Welsh Road Site:

GEORGE COTTON: Is still employed as a roll-off driver but was not there in the 1970s. He has been employed for quite a few years, but CS 3 does not recall when he started.

WILLIAM FERRELL: Was employed in the early 1970s as a rear-end loader operator.

EUGENE HARDY: Drove a roll-off in the early 1970s, and CS 3 suggested that the investigator talk to him. Does not think that he hauled from Alcoa or Howmet, but he may have knowledge of the site operations. (b) (6)

(b) (6) (b) (6) CS 3 advised the investigator not to inquire with BLOSENSKI because he would become very angry.

MIKE JACKSON: May have hung around the site in the early 1970s but was not employed then. He is in trouble with the law; he broke into his wife's house and threatened her with a gun. CS 3 stated that MIKE JACKSON is a heavy drinker and carries a gun. He would be very cautious in approaching him.

JOHN LANCASTER: Was not there in the early 1970s. Worked as a picker while he was employed at the site. He does not recall his period of employment.

JACK MCMILLAN: Was there when CS 3 started working at the site and was called "Honest Jack". He was responsible for making the arrangements for roll-offs to service Alcoa, Schick, Sperry, and almost every other contract in

PFE

Lancaster County. He has heard that Mr. MCMILLAN is in (b) (6) that he collected money from some of BARKMAN's accounts and left with the money.

VERNON "BUD" THOMPSON: He has been employed for quite a few years. CS 3 recalls that he worked as a picker when he started. He may have knowledge of the site operations.

RANDY THOMPSON: Started working at the site just before CS 3 left in 1980. He drove roll-offs and rear-end loaders. He resides in (b) (6)

(b) (6)

The following company names associated with the Welsh Road site were discussed with CS 3, and his comments are set forth below for those names which were familiar. Those names with no comments were not familiar to him. He was also asked whether any auto body shops were associated with the site.

1. Alcoa, Lancaster, PA: See comments above.
2. Allen Sherman-Hoff: Picked up wood which was transported to BARKMAN's Mountaintop site and burned.
3. American Cyanamid:
4. Arco Chemical Company: The name is familiar, but he has no information to associate this company with the site.
5. Armstrong Floors, Park City Mall, Lancaster, PA:
6. Bristolpipe, Inc., Leola, PA:
7. Budd Company:
8. Burnham Boiler (now Burnham Corp.), Lancaster, PA:
9. C & D Power Systems, Leola, PA:
10. Clark, J.L. Manufacturing, Centerville Rd., Lancaster, PA:
11. Continental Can, Centerville Road, Lancaster, PA:
12. Dart Container Company, Leola, PA: Picked up styrofoam cups which were transported to the Cresswell Landfill in Lancaster County.
13. Donnelly, R.R., Lancaster, PA (former Schick plant):
14. Farrell Industries, Centerville Road, Lancaster, PA:
15. General Cigar, Lancaster, PA: Picked up scrap tobacco and transported it to the Welsh Road Site where it was buried.
16. Georgia Pacific, Lancaster, PA:

PTC

17. Howmet Corporation: See Comments above.

18. Kalas Mfg., Inc., Denver, PA: This company made cables. The discarded cable and metal scrap was taken to the Berks Landfill near Reading, PA or to the Lancaster Transfer Station.

19. L G Industries, Inc., Coatesville, PA:

20. Liberty Homes, Inc., Leola, PA:

21. Neoplan, Route 322, Honey Brook, PA:

22. Penguin Industries, Coatesville, PA: CS 3 recalls that they had an "explosives" plant in Pomeroy, Sadsbury Township, PA. He refused to transport from this company because he did not know what material was involved. JIMMY GOOD made these runs. The material was brought to the Welsh Road Site where it was buried. He does not recall seeing the material but does recall that it was buried.

23. RCA (now Burle Industries), Lancaster, PA:

24. Redmond's Mobile Homes, Honey Brook, PA: Trash consisted of trailer trusses, paneling, and fiberglass which was taken to the Welsh Road Site and to BARKMAN's Mountaintop property.

25. Santmere Industries:

26. Schick Co., Lancaster, PA: This company was located just off Route 30 near Greenville Road. The trash consisted of razor blades, hair dryers, and regular trash. Most of it was hauled to the Lancaster Transfer Station. None of this material was hauled to the Welsh Road Site by CS 3.

27. Science Press. Ephrata, PA:

28. Sherex Chemical Company:

29. Shirlee Manufacturing Co., New Holland, PA: Trash consisted of fabrics and rags from their sewing operation and was taken to the Lanchester Landfill.

30. Skyline Homes, Inc., Ephrata, PA:

31. Sperry New Holland, New Holland, PA: Most of the trash was metal which eventually went to scrap yards.

32. Sonoco Products, Downingtown, PA: Picked up 20-yard roll-offs every day for about five or six years. A lot of trash consisting of wire and wet paper pulp from Sonoco was buried at the Welsh Road Site.

33. Sun Oil Company (Sunoco):

34. Trojan Boat Company, Lancaster, PA:

CS 3 has no information regarding auto body shops but recalls that there may have been customers of this type. He thinks they would have been serviced by dump trucks or open trash trucks instead of roll-offs.

PFE

CS 3 also stated that he does not recall anything significant about 55-gallon drums or tanks at the site, although he may have seen some.

He had no further information of value to offer and the interview was terminated.

90-125 Welsh Road

Attachment B

ENFORCEMENT CONFIDENTIAL, FOIA EXEMPT, PREPARED IN ANTICIPATION OF LITIGATION

April 2, 1991

PFE

Original markings of 253

Pinches where Alcon material buried and Hawmet material buried

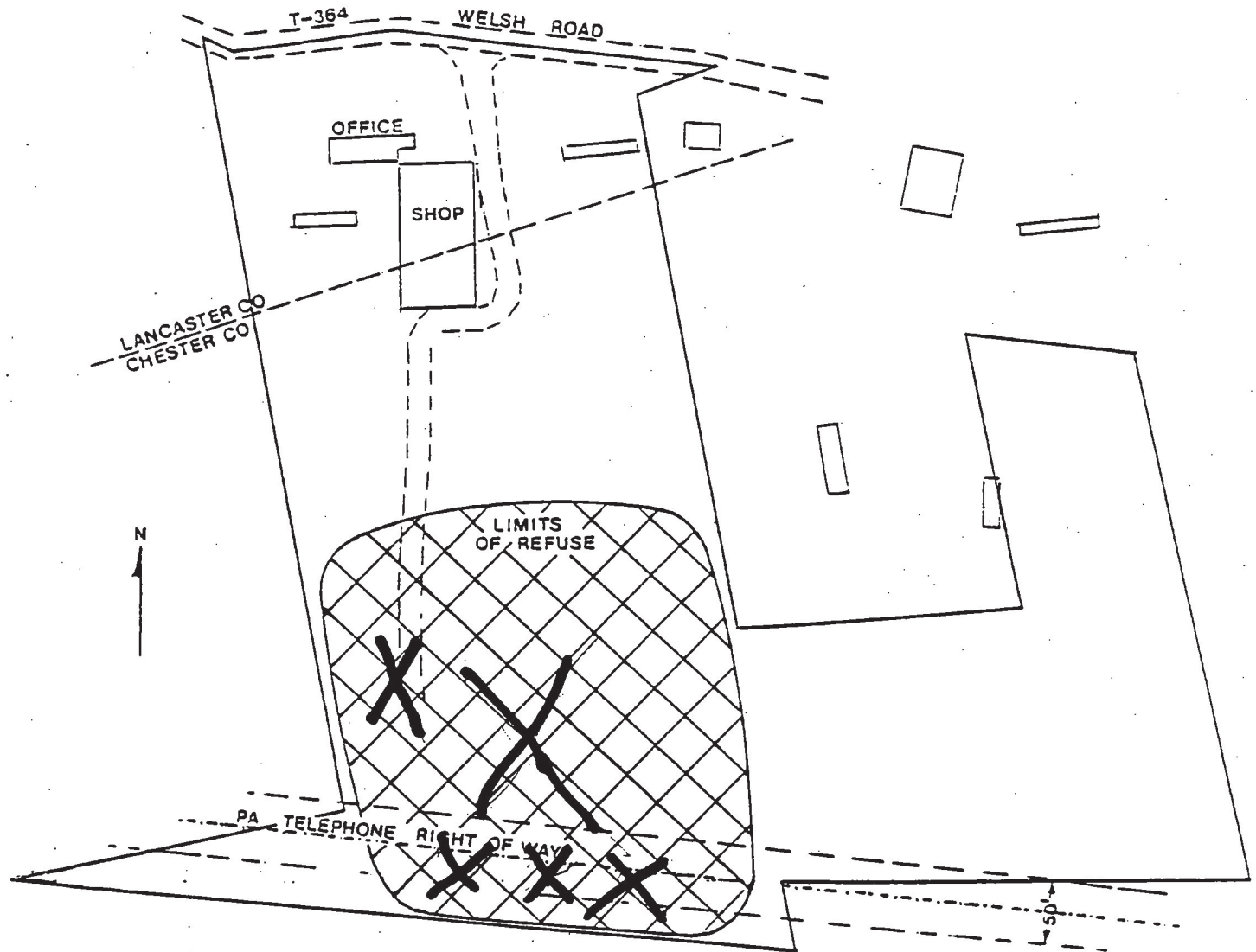


Figure 2. Detailed Site Map - Barkman Landfill,
Chester/Lancaster Counties, Pennsylvania.